

Primary Election.

To the Qualified Electors of the City of East Jordan, State of Michigan, notice is hereby given that a General Primary Election will be held on
TUESDAY, AUG. 29, A. D. 1916

In the several Wards, Precincts or Districts of the said city at the places indicated below, viz.:

First Ward—at Thos. Passinger Building.
Second Ward—at Town Hall.
Third Ward—at Hose House.

For the purpose of placing in nomination by all political parties participating therein, candidates for the following offices, viz.:

National—One candidate for United States Senator.

State—One candidate for Governor; one candidate for Lieutenant Governor.

Congressional—One candidate for Representative in Congress for the Congressional District of which said City forms a part.

Legislative—One candidate for Senator in the State Legislature for the Senatorial district of which said city forms a part; one candidate for Representative in the State Legislature for the Legislative district of which said City forms a part.

County—Also candidates for the following county offices, viz.: Judge of Probate, Sheriff, County Clerk, County Treasurer; Register of Deeds; Prosecuting Attorney; Surveyor; Coroner (2) One County Road Commissioner.

DELEGATES TO COUNTY CONVENTIONS

There shall also be elected as many delegates to the county convention of the several political parties as said ward, precinct or district is entitled to under the call of the county committees of said political parties, which number will be indicated by the number of blank lines printed on the official primary ballots used at said election under the heading, "Delegates to County Conventions." The Board of Primary Election Inspectors will furnish delegates with credentials, entitling them to seats in the county conventions, except that where there is more than one precinct in a ward or district and the county committee require the election of delegates from the ward or district as a whole, such delegates should be admitted without credentials. Names of candidates for delegates to county conventions will not appear on the official primary ballots, but will be written or pasted in by the voter, in the place designated on said ballots.

SUGGESTIONS RELATIVE TO VOTING

Separate ballots for each political party, somewhat in the form as shown herewith, will be provided. The elector must name the political party of his choice when asking for a ballot and in marking his ballot must make a cross in the square to the left of the name of each elector for whom he desires to vote, and can vote for only one candidate for an office, except where two candidates are to be elected, in which case he should vote for two.

After the ballot is prepared it should be folded so that the initials of the inspector on the perforated corner will be on the outside.

CONCERNING REGISTRATION

The Board of Primary Election Inspectors will register the name of any person who shall on that day appear and make oath or affirmation to the effect that he is a qualified elector in such ward or election district, or when they personally know him to be such. Any person registered on primary day, as above prescribed, shall be entitled to vote at the succeeding election without other registration.

Any qualified elector may be registered and be eligible to vote at any primary election if he shall appear in person before the City Clerk and take the oath required as to qualifications for registration, and request that his name be registered. Blanks for this form of registration can be obtained at the City Clerk's office.

No enrollment is required under the present Primary Law, but each elector must be a duly registered and qualified voter.

Each voter must call for a ballot of the political party of his choice.

OFFICIAL PRIMARY ELECTION BALLOT

Primary Election to be held August 29th, 1916, in Precinct No. _____ of the First Ward of the City of Holland, State of Michigan.

REPUBLICAN PARTY

(Vignette)

Make a cross in the square to the left of as many names for each office as may be indicated under the title of each office.

NATIONAL	LEGISLATIVE
United States Senator Vote for one	State Senator—District Vote for one
<input type="checkbox"/> John Doe	<input type="checkbox"/> John Doe
<input type="checkbox"/> Richard Roe	<input type="checkbox"/> Richard Roe
<input type="checkbox"/>	<input type="checkbox"/>
STATE	Representative in State Legis- lature 1—District. Vote for 1
Governor Vote for one	<input type="checkbox"/> John Doe
<input type="checkbox"/> John Doe	<input type="checkbox"/> Richard Roe
<input type="checkbox"/> Richard Roe	<input type="checkbox"/>
<input type="checkbox"/>	
CONGRESSIONAL	COUNTY
Rep. in Congress, Dist. Vote for one	Judge of Probate Vote for one
<input type="checkbox"/> John Doe	<input type="checkbox"/> John Doe
<input type="checkbox"/> Richard Roe	<input type="checkbox"/> Richard Roe
<input type="checkbox"/>	<input type="checkbox"/>

The Polls of said election will be open at 7:00 o'clock a. m. and will remain open until 5:00 o'clock p. m. of said day of election.
Dated this 2nd day of August, A. D. 1916.

OTIS J. SMITH, Clerk of the said City of East Jordan.



Some motors will do twenty miles on a gallon of gasoline, but Margaret Gibson of the Horley-Mutual studios has one that will do more than that on a diet of two doorknobs and a pint of nails. "Jitney Bill" of the Centaur zoo is a cherished ostrich, because his table of contents includes at least \$1.80 worth of motion picture jewelry and a \$35 camera lens. Miss Gibson and "Jitney Bill" are featured in a picture, entitled "The Ostrich Tip."

BUSINESS MEN TRY TO AVERT STRIKE

Ask Congress to Direct U. S. Inquiry Into R. R. Wages.

FOR PEACEFUL SETTLEMENT

Members of United States Chamber of Commerce Vote Overwhelmingly in Favor of Letting Interstate Commerce Commission Adjust Controversy.

Washington.—In order to ascertain the position of the business men of the nation on the controversy between the railroads of the country and the unions of train service employees, which was precipitated by the demand of the latter for an increase in wages that would amount to \$100,000,000 a year, the United States Chamber of Commerce recently submitted the matter to a vote of all its members. They were asked to express their opinion as to whether the dispute should be allowed to take its course with the possibility of a great strike that would tie up all the transportation lines throughout the country and paralyze all business, or whether they would favor the adoption to a joint resolution by the two branches of congress directing the Interstate Commerce Commission to investigate and pass upon the matter.

The vote received was a very large one and represented business organizations in every part of the country. The result was overwhelmingly in favor of placing the matter in the hands of the Interstate Commerce Commission, 98 1/2% votes being cast in favor of this course and only 2 1/2% against it. The result showed clearly that the business interests of the country are unalterably against permitting the transportation lines to be tied up by a national railroad strike that would paralyze the commerce of the country and inflict enormous losses on all classes of citizens.

Chairman Wheeler of the Committee in charge of the matter for the Chamber of Commerce appeared before the representatives of the railroads and their employees at their conference in New York in June. He announced the result of the Committee's inquiry among the business men of the country and urged both parties to the dispute to get together and adopt the course suggested. As a result the committee of managers representing the railroads submitted a proposal that the whole subject be placed before the Interstate Commerce Commission as requested by the representatives of the business interests. As an alternative they offered to submit the demands to arbitration under the Federal law. Both offers were refused by the union leaders, who announced that they would go back to their unions and get authority to declare a strike. This they have since been doing.

Meanwhile a resolution has been introduced in Congress directing the Interstate Commerce Commission to make an investigation of railroad wages. This resolution is now awaiting action. It is believed here that if nothing further is done by Congress or by the parties to the wage dispute to bring about a peaceful settlement the business interests of the country, through the United States Chamber of Commerce, or some other organization, will appeal to the Government to take some direct and decisive action to prevent the destruction of national prosperity by a strike on all the railroad lines.

DEMANDS OF R. R. TRAINMEN.

Wage Increase of \$100,000,000 a Year Would Have to Be Borne by Public.

The train service employees of all railroad lines in the United States have united in a demand for a new basis of pay for all men engaged in operating trains, except those in passenger service. At the present time they are paid on the basis of ten hours of time or 100 miles of distance, whichever gives them the higher pay; and every man receives a full day's pay, no matter how short a time he works.

The trainmen now demand that, in all but passenger service, (1) the present ten hours pay shall be given for eight hours, or less, with a guarantee of a full day's pay, no matter how little service is performed; (2) overtime to begin after eight hours, instead of after ten hours, and to be paid for at one and one-half times the hourly rate.

These demands would increase the hourly rate of pay 25 per cent, and the overtime rate 87 1/2 per cent.

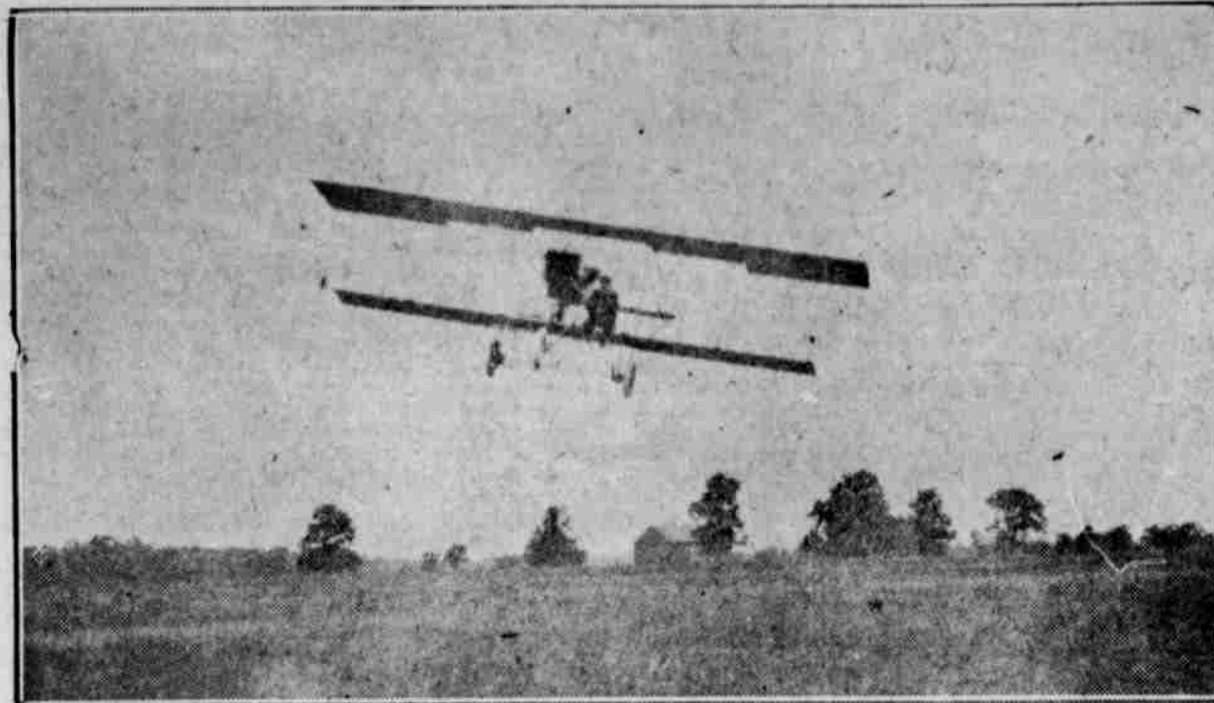
They also insist that all special extra pay provisions in the 10-hour schedules shall be included in the proposed 8-hour schedule.

These special rules frequently give double pay for the same service, and enable the employees to earn two and three days' pay in a single day of ordinary working hours.

As the increase for all the lines is estimated to amount to \$100,000,000 a year the railroads say that they cannot pay it unless they are allowed to increase freight and passenger rates.

The average wages of the men engaged in train service are already very much higher than those of other employees and they receive 28 per cent of the total payroll although constituting only 18 per cent of the whole number of railroad workers.

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They SATISFY!

—and yet they're MILD

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